

M T S D P C N E W S

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CHAIRMAN'S REMARKS

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The DP Conference was a great success, attendance was good and the program was excellent. The audience was very enthusiastic. Favorites in the program were the MAC/Stena paper on incident investigation and the session on Cybersecurity. The Keynote address was by Rear Admiral Dave Callahan, Commander of the Eighth United State Coast Guard District headquartered in New Orleans, whose talk "A Safety Culture Provides Safe DP Operations" set the tone for the proceedings.

2016 has been a big year for the DP committee, by receiving the Offshore Technology Conference Distinguished Achievement Award for organizations, then the Marine Technology Society Outstanding Committee Award at the September OCEANS conference, in Monterey, California. Two TECHOPS were published and major work was done by the Equipment Test sub-committee and by the Thruster Guidelines sub-committee that will support delivery of their important new documents in 2017. We continued technical advisor support to USCG at IMO on the update of IMO MSC Circ 645, the support will continue in 2017. The DP Committee also put on an Activity Specific Operating Guideline workshop in Houston, two other workshops in Singapore and supported several workshops in Brazil. The workshops have been popular and will continue as one of our activities for 2017. The first will be in Aberdeen during April, details to follow.

Last year a [Linkedin](#) group was established for the DP Committee, there is a lot of material there and it has a growing membership. Look for the "MTS DP Committee" group.

Best regards,

Pete Fougere
Chairman

GREAT AWARDS AT 2016 DP CONFERENCE

BY PETE FOUGERE

DISTINGUISHED ACHIEVEMENT AWARD

Captain Joshua Reynolds received the Distinguished Achievement Award in 2016 in recognition of his significant contributions to dynamic positioning safety. His recognition and promotion of the importance of safe DP operations has resulted in numerous improved classification rules and industry guidance for DP. His commitment to integrating DP operations into the industry's safety culture and promoting understanding and awareness of DP has contributed to safer and more efficient DP operations in the offshore oil and gas industry. Captain Reynolds is currently the US Coast Guard's Officer in Charge, Marine Inspection for Production and Drilling Units in the Gulf of Mexico.

LIFETIME ACHIEVEMENT AWARD

Nils Albert Jenssen made an interesting presentation on "The Cybernetics of Dynamic Positioning in a Historical Perspective" at the Wednesday lunch (Posted on the history section of our website). He then announced that he was retiring. Pete Fougere, DP Committee Chairman, then announced that Nils Albert would receive the Lifetime Achievement Award for his pioneer-

ing and lifetime technical achievements in DP, and for his mentorship of so many people in Kongsberg and in the industry. The audience supported this by a standing ovation, showing the broad respect the industry has for Nils Albert.

The award trophy was presented later by Jon Holvik at the Kongsberg executive management meeting in Oslo during January, approximately 200 Kongsberg executives were participating in this meeting and witnessed Nils Alberts receiving the MTS DP lifetime achievement award trophy. Again he received a standing ovation.



Nils Albert Jenssen receives the Lifetime Achievement Award.

TECHOPS: PRS AND DPCS HANDLING OF PRS

AVAILABLE FOR
COMMENT AT
[DYNAMIC-
POSITIONING.COM](http://DYNAMIC-
POSITIONING.COM)
UNTIL APRIL 15

BY PETE FOUGERE

This newest MTS TECHOP provides general guidance on PRSs and the handling of PRS by the DPCS. It is intended to enhance awareness of issues that have led to DP station keeping incidents and to identify good practices to mitigate against such potential. The TECHOP promotes application of “systems thinking” to PRSs and handling of PRS by DPCS as a means to achieve incident free DP operations.

This document is the outcome of the PRS panel at our 2015 DP conference, and the excellent working group identified in the document.

AN EXAMPLE OF THE APPLICATION AND VALUE OF FAULT RIDE THROUGH TESTING

BY PETE FOUGERE

IMCA’s DP Station Keeping Event Bulletin 04/16 dated November 2016 contained a report “Pipelaying Equipment Short Circuit Causes Thrusters to Trip – DP Undesired Event. This report described the vessel working on DP configured in open bus tie operation and 6 of 7 thrusters in operation. A short circuit in the pipelay (industrial mission) equipment occurred, two thrusters on the same switchboard as the pipelay equipment stopped. Those thrusters were able to be restarted and restored to DP after some delay.

IMCA’s considerations from the event did not recognize a fundamental characteristic of short circuits, that the low impedance they present to the generators causes low generator voltage and high generator current during the event. Low voltage is experienced by all of the loads connected to those generators. Thruster protection may react to the low voltage by tripping the thruster drives, and/or thruster auxiliaries motor starters may drop out from the

low voltage causing thruster “permissives” to stop the drive. The ability to restart the thrusters points towards the temporary low voltage related to the short circuit as the cause of the thrusters stopping in this event.

The industry has experienced short circuit events before with the same outcome and, in some cases, when operating the power plant configured with the bus ties closed, all thrusters stopped. The DP Committee’s TECHOP “A Method of Proving the Fault Ride Through Capability of DP Vessels with HV Power” was developed to show why fault ride through testing has merit, and how to do the testing safely. When such testing does reveal thruster dropout then changes to protection settings and thruster auxiliary motor starters are some of the possible mitigations so that thrusters ride through the fault and do not stop as a result of a short circuit elsewhere in the power system.

[TECHOPS are available to download free.](#)

SUB-COMMITTEE CHAIRPERSON SPOTLIGHT DAVID HOLLIER

DP PERFORMANCE ADVISOR
TRANSOCEAN

David Hollier is the Committee Chair for the DP Communication Sub-Committee and works as the DP Performance Advisor at Transocean. He graduated from T. H. Harris Technical Institute and holds a degree in Civil Engineering Technology.

David joined Transocean in 1997; He worked at sea for 15 years in various roles, including Senior Dynamic Positioning Operator in the Bay of Bengal, South China Sea and the Gulf of Mexico, until starting his current position in 2008.

David currently composes, facilitates, and oversees DP training courses for Transocean personnel. He authors and administers policies and procedures for DP-related activities.

David's accomplishments include designing and developing a software program to playback data from a DP data logger to show vessel position, thruster loads and power page to investigate anomalies. He also designed and developed a software program to keep track of riser twist.

David was the Vice Chairman of the Technical Program for the DP Conference in 2012 and the Chairman of the Technical Program for the DP Conference in 2011.

In his spare time, David enjoys playing golf with his two sons and friends. David also enjoys watching his daughters play softball and traveling with his loving wife Janice.



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